Georgia Department of Transportation

Interoffice Memo
Office of Design Policy & Support

DATE: **8/21/2018**

FILE: P.I.# 0013999
Troup County GDOT District 3 - Thomaston
SR 16 EB and WB at Long Cane Creek in West Point
Bridge Replacement

FROM: for Brent Story, State Design Policy Engineer

TO: SEE DISTRIBUTION

SUBJECT: APPROVED CONCEPT REPORT

Attached is the approved Concept Report for the above subject project.

Attachment

Distribution:
Hiral Patel, Director of Engineering
Joe Carpenter, Director of P3
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Darryl VanMeter, Assistant Director of P3/State Innovative Delivery Administrator
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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
LIMITED SCOPE PROJECT CONCEPT REPORT

Project Type: Bridge Replacement
GDOT District: 3
Federal Route Number: N/A
Project Number: N/A
P.I. Number: 0013999
County: Troup
State Route Number: SR 18

Construct replacement bridge on SR 18 eastbound and westbound over Long Cane Creek.

Submitted for approval:

Infrastructure, Consulting and Engineering, PLLC — Kimberly W. Yadsett — 8/8/2018 Date

State Program Delivery Administrator — 9/18/18 Date

GDOT Project Manager — 07/09/2018 Date

Recommendation for approval: * Recommendations on File

* Eric Duff/AT — State Environmental Administrator — 07/16/2018 Date

* Christina D. Barry/AT — for State Traffic Engineer — 07/27/2018 Date

* Bill DuVall/AT — State Bridge Engineer — 07/27/2018 Date

* Michael Presley/AT — District Engineer — 07/23/2018 Date

☐ MPO Area: This project is consistent with the MPO adopted Regional Transportation Plan (RTP)/Long Range Transportation Plan (LRTP).

☒ Rural Area: This project is consistent with the goals outlined in the Statewide Transportation Plan (SWTP) and/or is included in the State Transportation Improvement Program (STIP).

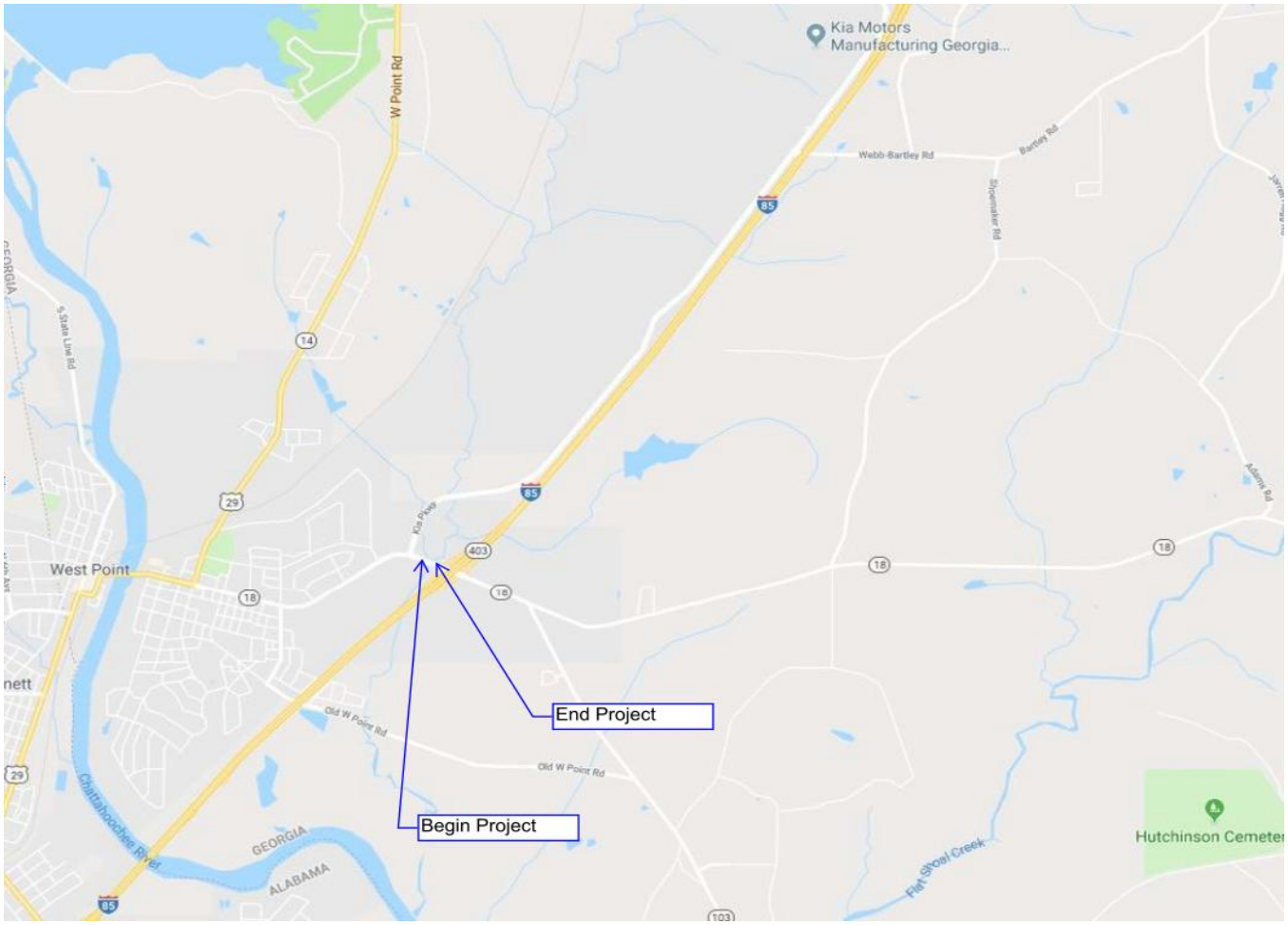
* Paul Tanner/AT — State Transportation Planning Administrator — 07/25/2018 Date

Approval:

Concur: Hiral Patel — GDOT Director of Engineering — 8/16/18 Date

Approve: Margaret B. Pikel — GDOT Chief Engineer — 8/21/18 Date

PROJECT LOCATION MAP



SR 18 @ Long Cane Creek

PI #0013999

Troup County, GA

PLANNING & BACKGROUND DATA

Project Justification Statement: This project consists of two bridges on SR 18 in Troup County. These bridges were designed using an HS-20 vehicle, which is below our current design standards. Both of these bridges have an ADT greater than 8,000 vehicles but have a gutter-to-gutter width of only 28 feet.

The bridge on SR 18 EBL over Long Cane Creek, Structure ID 285-0022-0, was built in 1963. This bridge consists of seven (7) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with steel piles. The overall condition of this bridge would be classified as fair. The deck is in satisfactory condition with minor cracking throughout. The superstructure is in fair condition with heavy cracking in the RCDG's and some areas of delamination. The substructure is in fair condition with spalling of the concrete caps and corrosion of the steel piles. This bridge is classified as having an unknown foundation and therefore could be at risk for scour.

The bridge on SR 18 WBL over Long Cane Creek, Structure ID 285-0023-0, was built in 1963. This bridge consists of seven (7) spans of Reinforced Concrete Deck Girders (RCDG's) on concrete caps with steel piles. The overall condition of this bridge would be classified as fair. The deck is in satisfactory condition with minor cracking and spalls with exposed rebar. The superstructure is in satisfactory condition with heavy cracking in the RCDG's. The substructure is in satisfactory condition with spalling with exposed rebar in the concrete caps and corrosion of the steel piles. This bridge is classified as having an unknown foundation and there are signs of scour at the intermediate bents.

Due to the structural integrity of these bridges pertaining to their design vehicle, their narrow gutter-to-gutter width, and the unknown foundation of their substructures, replacement of these 54-year-old structures is recommended.

Existing conditions: The location of this project is along SR 18 in East West Point, Troup County, GA. The location is along SR 18 in between the signalized intersection of Kia Parkway and the southbound ramps of I-85 Interchange with SR 18 (Exit 2). The existing divided roadway consists of two 12-foot lanes, 6-foot rural outside shoulders (2-foot paved and 4-foot grassed) and a varying width raised median between eastbound and westbound directions. Both westbound and eastbound directions have approximately 264-foot long concrete bridges with 28-foot wide decks over Long Cane Creek. There are existing overhead telephone and power lines located within the project area. There is also existing underground telephone, water and gas lines located within the project area. There are no existing sidewalks or bike lanes along SR 18 within the project area.

Other projects in the area:

S014632	Extend Right Turn Lane on SR 18 to I-85 SB On-Ramp
M005025	Resurfacing and Maintenance of SR 18 from SR 14 to I-85
0009975	Project converts SR 18/I-85 Interchange from two-way stop-controlled ramp terminals to roundabouts

MPO: N/A - not in an MPO **TIP #:** N/A

Congressional District(s): 3

Federal Oversight: ☐PoDI ☒Exempt ☐State Funded ☐Other

Projected Traffic: AADT 24 HR T: 12.5%
Current Year (2016): 14,150 Open Year (2020): 22,150 Design Year (2040): 30,450
Traffic Projections Performed by: HNTB; traffic numbers taken from PI #0009975
Date approved by the GDOT Office of Planning: October 31, 2016

Functional Classification (Mainline): Rural Minor Arterial

Complete Streets - Bicycle, Pedestrian, and/or Transit Standards Warrants:

Warrants met: ☐None ☒Bicycle ☒Pedestrian ☐Transit

Bicycle Warrant #3 – along project alignments with bicycle travel generators and destinations
Pedestrian Warrant #1 – along corridors with pedestrian travel generators and destinations

Pavement Evaluation and Recommendations

Initial Pavement Evaluation Summary Report Required?		☒No	☐Yes
Initial Pavement Type Selection Report Required?		☒No	☐Yes
Feasible Pavement Alternatives:	☒HMA	☐PCC	☐HMA & PCC

DESIGN AND STRUCTURAL

Description of Proposed Project: The location of this project is along SR 18 in East West Point, Troup County, GA. The location is along SR 18 in between the signalized intersection of Kia Parkway and the southbound ramps of I-85 Interchange with SR 18 (Exit 2). This project would replace the eastbound and westbound bridges over Long Cane Creek with one new bridge. The proposed roadway would consist of two 12-foot lanes in each direction and a 20-foot raised median with curb & gutter. The eastbound outside shoulder will consist of curb & gutter, a 2-foot grass strip, a 5-foot sidewalk and 2.5-foot grass strip behind the sidewalk for a total of 12 feet. The westbound outside shoulder will consist of curb & gutter, a 10-foot shared use path and 3.5-foot grass strip behind the sidewalk for a total of 16 feet. The east end of the project will have to tie into the proposed roundabout project PI #0009975. The project will be let in conjunction with PI #0009975 to allow the staging of both project to work efficiently. Also, all right-of-way for this project will be purchased under PI #0009975. The total project length is approximately 0.18 miles.

Major Structures:

Structure ID	Existing	Proposed
285-0022-0 SR 18 eastbound over Long Cane Creek	Length = 264 ft Total Horizontal Clearance = 28 ft Total Bridge Travel Width = 24 ft Total Bridge Deck Width = 34.5’	Length = 310 ft Total Horizontal Clearance = 87.5 ft Total Bridge Travel Width = 48 ft 12 ft north shoulder, 7.5 ft south shoulder, 20 ft raised median
285-0023-0 SR 18 westbound over Long Cane Creek	Length = 264 ft Total Horizontal Clearance = 28 ft Total Bridge Travel Width = 24 ft Total Bridge Deck Width = 34.5’	Same as above, concept proposes 1 bridge replacing both existing bridges

Accelerated Bridge Construction (ABC) techniques anticipated: ☐ No ☒ Yes

The proposed project will utilize prefabricated bridge elements which reduce the overall on-site construction duration and associated mobility and safety concerns. The construction staging for this project will require coordination with the adjacent interchange roundabout project P.I. #0009975. Phasing will entail of shifting eastbound and westbound traffic onto one of the parallel bridges and dropping down to one lane in each direction. This will allow construction of one half of the proposed bridge to be completed. Traffic would then be shifted onto the newly constructed partial bridge and the remaining proposed bridge would be completed. Aggressive ABC measures are not likely to be pursued, as the overall staging of the two projects would still be tied together. The use of Next beams to eliminate in-field SIP formwork efforts will be investigated, however the maximum allowed span length of 70 feet, per the Bridge and Structures Design Manual, is not sufficient to clear span the creek. The anticipated construction duration is 18 to 24 months, contingent on the coordination of the roundabout project phasing. The bridge will be built using staged construction and temporary traffic crossovers. No offsite detour will be required. This work is considered to be Tier 5 ABC.

Mainline Design Features: SR 18/East 10th St

Feature	Existing	Policy	Proposed
Typical Section			
- Number of Lanes	4		4
- **Lane Width(s)**	**12 ft**	**11-12 ft**	**12 ft**
- **Median Width & Type**	**20 ft Raised**	**20 ft Raised**	**20 ft Raised**
- **Border Area Width**	**6 ft total 2 ft paved**	**10-16 ft**	**16 ft north 12 ft south**
- **Outside Shoulder Slope**	**6%**	**2%**	**2%**
- **Inside Shoulder Width**	**N/A**	**N/A**	**N/A**
- **Sidewalks**	**N/A**	**5 ft**	**10 ft north (shared use path) 5 ft south**
- Auxiliary Lanes	N/A		N/A
- **Bike Accommodations**	**N/A**	**4-5 ft**	**Shared Use Path**
Posted Speed	45		45
Design Speed	**45**	**45**	**45**
Minimum Horizontal Curve Radius	**818.50**	**711**	**818.50**
Maximum Superelevation Rate	**6%**	**4%**	**4%**
Maximum Grade	**~1%**	**7%**	**~1%**
Access Control	By Permit	By Permit	By Permit
Design Vehicle	HS-20		WB-67
Pavement Type	HMA		HMA

*According to current GDOT design policy if applicable

Is the project located on a NHS roadway? ☒ No ☐ Yes

Design Exceptions/Design Variances to GDOT and/or FHWA Controlling Criteria anticipated:
None anticipated.

Design Variances to GDOT Standard Criteria anticipated:
None anticipated.

Lighting required: ☒ No ☐ Yes

Off-site Detours Anticipated: ☒ No ☐ Undetermined ☐ Yes

Transportation Management Plan [TMP] Required: ☐ No ☒ Yes
If Yes: Project classified as: ☒ Non-Significant
TMP Components Anticipated: ☒ TTC

INTERCHANGES AND INTERSECTIONS

Major Interchanges/Intersections: Kia Parkway (signalized) and I-85 Interchange (proposed roundabout project, PI #0009975). There are no anticipated project encroachments into either intersection.

Intersection Control Evaluation (ICE) Required: ☒ No ☐ Yes

Roundabout Peer Review Required: ☒ No ☐ Yes ☐ Completed – Date:

UTILITY AND PROPERTY

Railroad Involvement: None

Utility Involvements: Overhead Telephone & Power running parallel on both shoulders and crossing SR 18 in project area. Underground gas line on north shoulder and underground waterline on south shoulder, both located inside Exist R/W**.**

SUE Required: ☐ No ☒Yes

Public Interest Determination Policy and Procedure recommended? ☒ No ☐ Yes

Right-of-Way: Existing width: 147-218 ft. *Proposed width: 216-218 ft.
Required Right-of-Way anticipated: ☒ None ☐ Yes ☐ Undetermined
Easements anticipated: ☒ None ☐ Temporary ☐ Permanent ☐ Utility ☐ Other

Anticipated total number of impacted parcels:		0
Displacements anticipated:	Businesses:	0
	Residences:	0
	Other:	0
	Total Displacements:	0

*Right-of-way for this project to be purchased under PI #0009975.

Impacts to USACE property anticipated? ☒ No ☐ Yes ☐ Undetermined

CONTEXT SENSITIVE SOLUTIONS

Issues of Concern: None

Context Sensitive Solutions Proposed: None

ENVIRONMENTAL AND PERMITS

Anticipated Environmental Document:

NEPA:	☐ PCE	☒ CE	☐ EA-FONSI
GEPA:	☐ Type A	☐ Type B	☐ None

Level of Environmental Analysis:

☒ The environmental considerations noted below are based on preliminary desktop or screening level environmental analysis and are subject to revision after the completion of resource identification, delineation, and agency concurrence.

☐ The environmental considerations noted below are based on the completion of resource identification, delineation, and agency concurrence.

Water Quality Requirements:
MS4 Compliance – Is the project located in an MS4 area? ☒ No ☐ Yes

Is Non-MS4 water quality mitigation anticipated? ☒ No ☐ Yes

Environmental Permits, Variances, Commitments, and Coordination anticipated:

A Section 404 of the Clean Water Act (CWA) permit is expected for the bridge replacement. A buffer variance may be required for the bridge replacement, since it is feasible that one of the alternatives will fall outside the 100-foot exemption area for bridge replacements.

Air Quality:

Is the project located in an Ozone Non-attainment area?	☒ No	☐ Yes
Carbon Monoxide hotspot analysis required?	☒ No	☐ Yes

NEPA/GEPA Comments & Information:

Ecological Resources: Two perennial streams have been preliminarily identified. An aquatic survey may be required. To date, protected species and their habitats have not been identified.

Historic Resources: Project was screened for historic architectural resources on April 11, 2018. No NRHP listed properties, previously-identified GNAHRGIS sites, or bridges in the Georgia Historic Bridge Survey are located within the study area. Three properties 50 years of age or older within the APE were identified using Troup County Tax Assessor's records. Based on the photographs of the resources, none of the three appear to be eligible for inclusion in the NRHP.

Archaeological Resources: Based on the preliminary background investigation, no archaeological resources are anticipated within the project area.

Air Quality: Expect a Type A MSAT Qualitative Analysis, and assume that no CO Hotspot Analysis is required. Expect no impacts or minor impacts to air quality that are not expected to affect design.

Noise Effects: Expect Type III Noise Assessment and no impacts or minor impacts that are not expected to affect design.

Public Involvement: A PIOH may be required. Access to and from the Kia plant nearby may be a consideration for any detours considered. A technology park is near the project area, and access to the park may also be a consideration for those businesses. One new gas station is under construction adjacent to the project area but is not expected to be affected.

COORDINATION, ACTIVITIES, RESPONSIBILITIES, AND COSTS

Is Federal Aviation Administration (FAA) coordination anticipated? ☒ No ☐ Yes

Project Meetings: Concept meeting held on June 1, 2018.

Other coordination to date: Subject Matter Expert meeting was held January 29, 2018, to discuss draft concept layout and verify scope of work.

Project Activity	Party Responsible for Performing Task(s)
Concept Development	Infrastructure, Consulting & Engineering
Design	Infrastructure, Consulting & Engineering
Right-of-Way Acquisition	GDOT
Utility Coordination (Preconstruction)	GDOT
Utility Relocation (Construction)	Utility Owner
Letting to Contract	GDOT
Construction Supervision	GDOT
Providing Material Pits	Contractor
Providing Detours	Contractor
Environmental Studies, Documents, & Permits	Infrastructure, Consulting & Engineering
Environmental Mitigation	GDOT
Construction Inspection & Materials Testing	GDOT

Project Cost Estimate and Funding Responsibilities:

	PE Activities					
	PE Funding	Section 404 Mitigation	ROW	Reimbursable Utilities	CST*	Total Cost
Funded By	Fed/State	Fed/State	Fed/State	Fed/State	Fed/State	
$ Amount	$800,000	$57,800	^$0	$1,208,000	$7,262,558.48	$9,328,358.48
Date of Estimate	Authorized	6/15/2018	N/A	6/4/2018	8/03/2018	

*CST Cost includes: Construction, Engineering and Inspection, Contingencies and Liquid AC Cost Adjustment.
^Right-of-way for this project will be purchased under PI #0009975 and the two projects will be twinned for letting.

ALTERNATIVES DISCUSSION

Preferred Alternative: The bridge will be built along the same alignment as the existing bridges in staged construction, maintaining at least one lane in each direction at all times. Stage 1 would be to shift traffic to the outside lanes in each direction and construct any necessary temporary pavement needed for Stage 2. Stage 2 will consist of shifting traffic to the eastbound lanes while constructing the westbound portion of the proposed bridge. Stage 3 will consist of shifting traffic to the westbound lanes while constructing the eastbound portion of the proposed bridge. Stage 4 will consist of shifting traffic to the outside lanes in each direction and constructing the raised median.

Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$9,328,358.48**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**24 months**

Rationale: This alternative was selected as the preferred alternative because, while reducing traffic to one lane in each direction during construction, the road will remain open during the entire duration of construction, as opposed to an offsite detour. The staging configuration will also allow the I-85 interchange and Kia Parkway intersection to remain operational during construction as opposed to temporary crossovers. This alternative has less environmental impacts, utility relocations and required right-of-way/easements compared to an onsite detour with a temporary bridge over Long Cane Creek. A major advantage of this alternative is that it allows the roundabout interchange with I-85 project (PI #0009975) to be built simultaneously as the bridge replacements over Long Cane Creek, because the staging and traffic patterns match the staging of PI #0009975.

No-Build Alternative: No-Build			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$0**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**0**
Rationale: This alternative is not preferred since the existing bridges were built in 1963, were designed below current standards and do not meet the need and purpose of this project. Both bridges are classified as having undetermined foundations, therefore, could be at risk for scour.			

Alternative 1: This alternative proposes that the bridge be built along the same alignment as the existing bridges and will require an offsite detour during construction. The offsite detour will use Kia Parkway, I-85 and Kia Boulevard for an approximate detour length of 9.4 miles.			
Estimated Property Impacts:	**0**	**Estimated Total Cost:**	**$8,549,271.60**
Estimated ROW Cost:	**$0**	**Estimated CST Time:**	**18 months**
Rationale: This lengthy detour alternative would cause excessive delay and inconvenience to the traveling public. Construction year AADT is projected to be around 11,000 and 12.5% trucks. In addition, the offsite detour utilizes Kia Parkway, whose purpose is to provide access to the KIA plant in the area, a major source of local employment. The offsite detour also utilizes Interstate 85, causing additional delays to a major interstate right at the Alabama border.			

Additional Comments/ Information: None

LIST OF ATTACHMENTS/SUPPORTING DATA

1. Concept Layout
2. Typical section
3. Cost Estimates
4. PI #0009975 Traffic Approval Letter
5. PI #0009975 Traffic Diagrams
6. Meeting Minutes
7. Bridge Inventory Data Listing

DATE$$$ TIME$$$
$USER$

$PRFB$
$$PENTABLE$$

DGN

GDOT

P. I. No.
0013999

INFRASTRUCTURE
CONSULTING & ENGINEERING

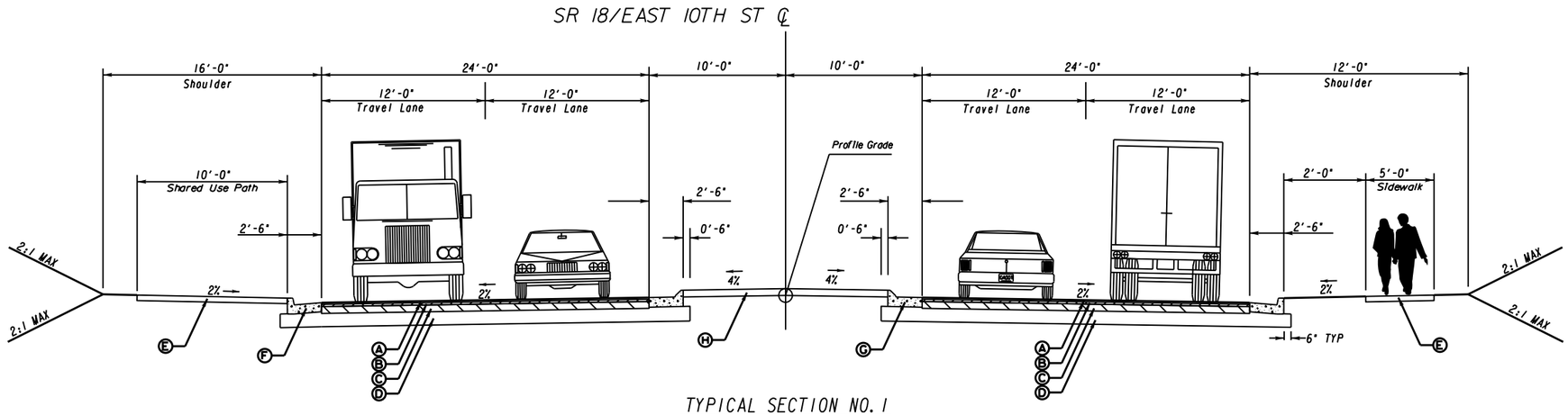
SCALE IN FEET
0 100 200 400

REVISION DATES

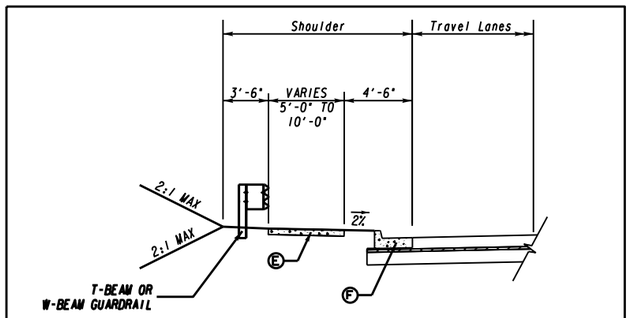
CONSTRUCTION PLAN
SR 18 EB & WB @ LONG CANE CREEK
TROUP COUNTY
OPTION #1 - STAGED CONSTRUCTION

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		13-CONCEPT
CORRECTED:		DATE:		
VERIFIED:		DATE:		

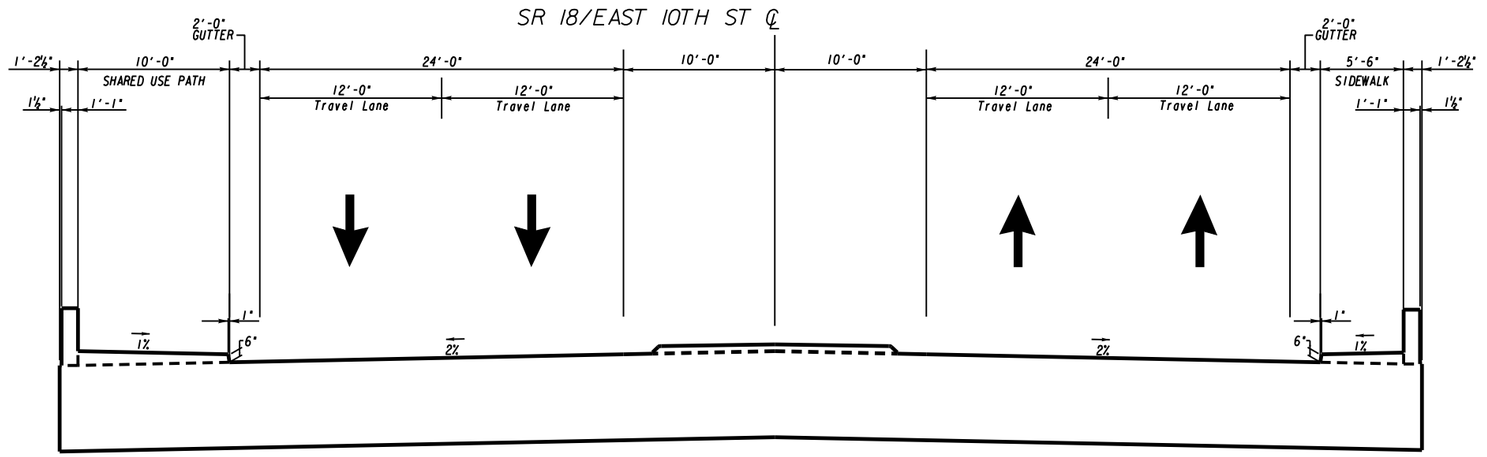
10/23/2015 GPLW



TYPICAL SECTION NO. 1
SR 18/EAST 10TH ST
ROADWAY SECTION
NTS



SHOULDER DETAIL FOR GUARDRAIL BEHIND SIDEWALK
SEE PLAN FOR LOCATION
NTS



TYPICAL SECTION NO. 2
SR 18/EAST 10TH ST
BRIDGE SECTION
NTS

LEGEND

- Ⓐ RECYCLED ASPH CONC 12.5 MM SUPERPAVE, TYPE I, GP 2 ONLY, INCL BITUM MATL & H LIME (165 LBS/SY)
- Ⓑ RECYCLED ASPH CONC 19 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (220 LBS/SY)
- Ⓒ RECYCLED ASPH CONC 25 MM SUPERPAVE, GP 1 OR 2, INCL BITUM MATL & H LIME (660 LBS/SY)
- Ⓓ GRADED AGGREGATE BASE, 12 INCH, INCL MATL
- Ⓔ CONC SIDEWALK, 4 IN
- Ⓕ 8"X30" CONC CURB & GUTTER, TP 2
- Ⓖ 8"X30" CONC CURB & GUTTER, TP 7
- Ⓗ CONC MEDIAN, 4 IN

INFRASTRUCTURE CONSULTING & ENGINEERING

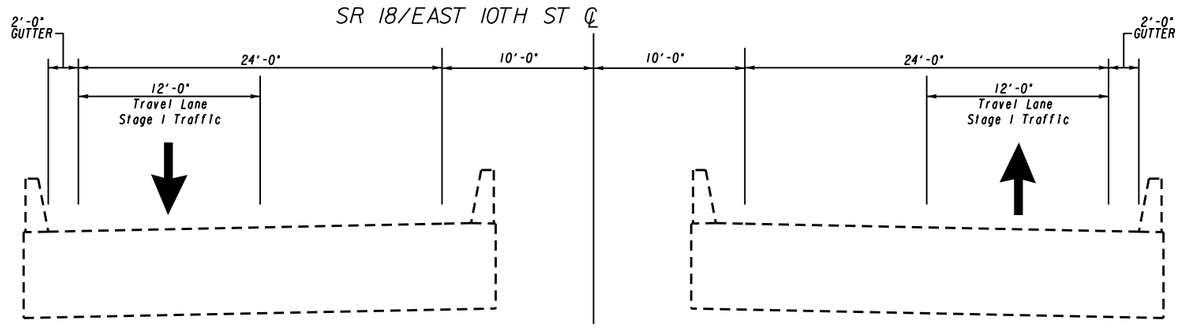
NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS
SR 18 OVER LONG CANE CREEK
TROUP COUNTY

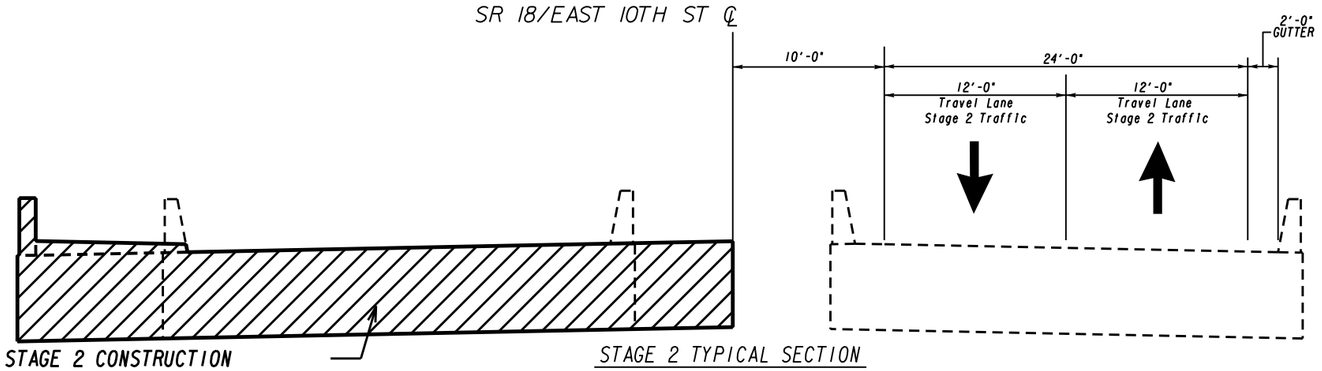
CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		05-CONCEPT
CORRECTED:		DATE:		
VERIFIED:		DATE:		

10/23/2015 GPW

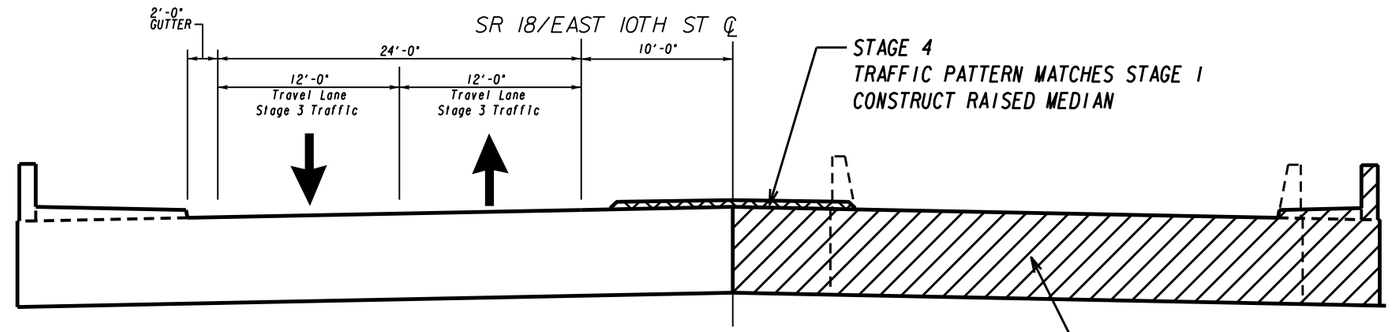


STAGE 1 TYPICAL SECTION
SR 18/EAST 10TH ST
BRIDGE SECTION
NTS

NOTE: NO CONSTRUCTION ON EXIST BRIDGE IN STAGE 1



STAGE 2 TYPICAL SECTION
SR 18/EAST 10TH ST
BRIDGE SECTION
NTS



STAGE 3 TYPICAL SECTION
SR 18/EAST 10TH ST
BRIDGE SECTION
NTS

NOTE: TRAFFIC PATTERNS FOR ALL STAGES
MATCH PI #0009975 STAGING CONSTRUCTION

INFRASTRUCTURE CONSULTING & ENGINEERING

NOT TO SCALE

REVISION DATES

TYPICAL SECTIONS
SR 18 OVER LONG CANE CREEK
TROUP COUNTY

CHECKED:		DATE:		DRAWING No.
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		05-CONCEPT
VERIFIED:		DATE:		

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE P.I. No. **0013999** **OFFICE** Program Delivery

PROJECT DESCRIPTION
SR 18 EB & WB BRIDGE REPLACEMENT @ LONG CANE CREEK

DATE August 3, 2018

From: Kimberly W. Nesbitt, State Program Delivery Administrator

To: Lisa L. Myers, State Project Review Engineer
via Email Mailbox: **CostEstimatesandUpdates@dot.ga.gov**

Subject: REVISIONS TO PROGRAMMED COSTS

PROJECT MANAGER Parisa Noferest

MGMT LET DATE 11/15/2020

MGMT ROW DATE 12/15/2019

PROGRAMMED COSTS (TPro W/OUT INFLATION)			**LAST ESTIMATE UPDATE**	
CONSTRUCTION	**$**	5,700,000.00	DATE	
RIGHT OF WAY	**$**	300,000.00	DATE	
UTILITIES	**$**		DATE	

REVISED COST ESTIMATES

CONSTRUCTION*	**$**	7,262,558.48
RIGHT OF WAY	**$**	0.00
UTILITIES	**$**	1,208,000.00

*Cost Contains **10** % Contingency

REASONS FOR COST INCREASE AND CONTINGENCY JUSTIFICATION:
Based on concept development, more detailed design work and preliminary utility cost estimate. Right-of-Way for this project will be acquired under PI 0009975.

CONTINGENCY SUMMARY

A.	**CONSTRUCTION COST ESTIMATE:**	$ 6,278,558.57	Base Estimate From CES		
B.	**ENGINEERING AND INSPECTION (E & I):**	$ 313,927.93	Base Estimate (A) x	5	%
C.	**CONTINGENCY:**	$ 659,248.65	Base Estimate (A) + E & I (B) x	10	%
			See % Table in "Risk Based Cost Estimation" Memo		
D.	**TOTAL LIQUID AC ADJUSTMENT:**	$ 10,823.34	Total From Liquid AC Spreadsheet		
E.	**CONSTRUCTION TOTAL:**	$ 7,262,558.48	(A + B + C + D = E)		

REIMBURSABLE UTILTY COSTS

UTILITY OWNER	REIMBURSABLE COST
GEORGIA POWER - TRANSMISSION	$ 1,200,000.00
CITY OF WEST POINT - ELECTRICAL	$ 8,000.00
TOTAL	$ 1,208,000.00

ATTACHMENTS: (File Copy in the Project Cost Estimate Folder)

Detailed Cost Estimate Printout From TRAQS
Liquid AC Adjustment Spreadsheet

PROJ. NO.	13999	CALL NO.	0/00/2016
P.I. NO.	0013999		
DATE	8/3/2018		

INDEX (TYPE)	DATE	INDEX
REG. UNLEADED	May-18	$ 2.729
DIESEL		$ 3.078
LIQUID AC		$ 541.00

Link to AC Index:
http://www.dot.ga.gov/PS/Materials/AsphaltFuelIndex

LIQUID AC ADJUSTMENTS

PA=[((APM-APL)/APL)]xTMTxAPL

Asphalt

Price Adjustment (PA)			10711.8	$ 10,711.80
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 865.60	
Monthly Asphalt Cement Price month project let (APL)			$ 541.00	
Total Monthly Tonnage of asphalt cement (TMT)			33	

ASPHALT	Tons	%AC	AC ton
Leveling	0	5.0%	0
12.5 OGFC	0	5.0%	0
12.5 mm	190	5.0%	9.5
9.5 mm SP	0	5.0%	0
25 mm SP	350	5.0%	17.5
19 mm SP	120	5.0%	6
	660		33

BITUMINOUS TACK COAT

Price Adjustment (PA)			$ 111.54	$ 111.54
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 865.60	
Monthly Asphalt Cement Price month project let (APL)			$ 541.00	
Total Monthly Tonnage of asphalt cement (TMT)			0.343608074	

Bitum Tack Gals	gals/ton	tons
80	232.8234	0.34360807

BITUMINOUS TACK COAT (surface treatment)

Price Adjustment (PA)			0	$ -
Monthly Asphalt Cement Price month placed (APM)	Max. Cap	60%	$ 865.60	
Monthly Asphalt Cement Price month project let (APL)			$ 541.00	
Total Monthly Tonnage of asphalt cement (TMT)			0	

Bitum Tack	SY	Gals/SY	Gals	gals/ton	tons
Single Surf. Trmt.		0.20	0	232.8234	0
Double Surf.Trmt.		0.44	0	232.8234	0
Triple Surf. Trmt		0.71	0	232.8234	0
					0

TOTAL LIQUID AC ADJUSTMENT	$ 10,823.34

STATE HIGHWAY AGENCY

JOB ESTIMATE REPORT

JOB NUMBER : 0013999 SPEC YEAR: 13
DESCRIPTION: SR 18 EB & WB BRIDGE REPLACEMENT @ LONG CANE CREEK

COST GROUPS FOR JOB 0013999

COST GROUP	DESCRIPTION	QUANTITY	PRICE	AMOUNT	ACTIVE?
UDEF	SIGNING & MARKING	1.000	40000.00000	40000.00	Y
UDEF	PERMANENT EROSION CONTROL	1.000	65000.00000	65000.00	Y
UDEF	TEMPORARY EROSION CONTROL	1.000	200000.00000	200000.00	Y
ACTIVE COST GROUP TOTAL				305000.00	
INFLATED COST GROUP TOTAL				305000.00	

ITEMS FOR JOB 0013999

LINE	ITEM	ALT	UNITS	DESCRIPTION	QUANTITY	PRICE	AMOUNT
0005	150-1000		LS	TRAFFIC CONTROL - 0013999	1.000	571000.00	571000.00
0010	210-0100		LS	GRADING COMPLETE - 0013999	1.000	100000.00	100000.00
0015	310-1101		TN	GR AGGR BASE CRS, INCL MATL	950.000	34.88	33136.68
0020	402-3121		TN	RECYL AC 25MM SP,GP1/2,BM&HL	350.000	100.90	35318.37
0025	402-3130		TN	RECYL AC 12.5MM SP,GP2,BM&HL	190.000	124.85	23723.35
0030	402-3190		TN	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	120.000	108.27	12992.78
0035	413-0750		GL	TACK COAT	80.000	2.00	160.00
0040	432-0206		SY	MILL ASPH CONC PVMT/ 1.50 DEP	1200.000	7.49	8993.20
0045	433-1000		SY	REINF CONC APPROACH SLAB	590.000	168.40	99358.76
0050	441-0104		SY	CONC SIDEWALK, 4 IN	730.000	38.60	28179.09
0055	441-0108		SY	CONC SIDEWALK, 8 IN	140.000	72.07	10089.81
0060	441-0740		SY	CONC MEDIAN, 4 IN	60.000	46.23	2773.91
0065	441-6222		LF	CONC CURB & GUTTER/ 8X30TP2	1100.000	23.26	25587.20
0069	441-6740		LF	CONC CURB & GUTTER/ 8X30 TP7	400.000	25.19	10076.56
0070	522-1000		LS	SHORING	1.000	25000.00	25000.00
0075	550-1180		LF	STM DR PIPE 18,H 1-10	500.000	55.94	27971.42
0080	550-4218		EA	FLARED END SECT 18 IN, ST DR	2.000	685.62	1371.25
0085	603-2024		SY	STN DUMPED RIP RAP, TP 1, 24	2200.000	53.90	118589.79
0090	603-2181		SY	STN DUMPED RIP RAP, TP 3, 18	8.000	65.47	523.77
0095	603-7000		SY	PLASTIC FILTER FABRIC	2208.000	4.49	9920.23
0100	641-1100		LF	GUARDRAIL, TP T	60.000	77.66	4659.87
0105	641-1200		LF	GUARDRAIL, TP W	480.000	21.40	10273.08
0110	641-5001		EA	GUARDRAIL ANCHORAGE, TP 1	2.000	1098.15	2196.32
0115	641-5015		EACH	GUARDRL ANCHOR, TP 12A, 31 IN, TANG, E/A	2.000	3000.00	6000.00
0120	643-8200		LF	BARRIER FENCE (ORANGE), 4 FT	2000.000	1.80	3603.74
0125	668-1100		EA	CATCH BASIN, GP 1	12.000	2671.61	32059.39
0130	540-1102		LS	REM OF EX BR, BR NO - 0013999	1.000	410000.00	410000.00
0135	540-1102		LS	REM OF EX BR, BR NO - 0013999	1.000	410000.00	410000.00
0140	543-9000		LS	CONSTR OF BRIDGE COMPLETE - 0013999	1.000	3950000.00	3950000.00

JOB ESTIMATE REPORT

ITEM TOTAL	5973558.57
INFLATED ITEM TOTAL	5973558.57

TOTALS FOR JOB 0013999

ESTIMATED COST:	6278558.57
CONTINGENCY PERCENT (0.0):	0.00
ESTIMATED TOTAL:	6278558.57

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

INTERDEPARTMENT CORRESPONDENCE

FILE

Project No: **0013999** Office: Thomaston
County **TROUP** Date: **June 4, 2018**
P.I. # **0013999**

Description: **Replace EB and WB Bridges on SR 18 at Long Cane Creek in West Point**

FROM Scott K. Parker, District Utilities Manager

TO Parisa Noferest, Project Manager

SUBJECT **PRELIMINARY UTILITY COST ESTIMATE**

A review of utilities located on the above referenced project has been conducted with Concept Layout plans.. Listed below is a breakdown of the anticipated reimbursable and non-reimbursable cost.

Utility Owner	Reimbursable	Non-Reimbursable	Estimate Based on
Georgia Power - Distribution			**No Conflict**
Georgia Power - Transmission	**$1,200,000.00**		**Preliminary info from Utility**
Diverse Power			**No conflict**
Interstate Telephone d/b/a Wide Open West (WOW)			**No conflict**
City of West Point - Gas			**No conflict**
City of West Point - Water			**No Conflict**
City of West Point - Electrical	**$8,000.00**		**Site Visit / Available Drawings**
Charter Communications			**No conflict**
Total 0.00%	**$1,208,000.00**	**$0.00**	
Department Responsibility 100.00%	**$1,208,000.00**	**$0.00**	
Local Sponsor Responsibility 0.00%	**$**	**$**	**PFA Dated N/A with N/A**

** Indicates Potential Utility Aid Request from Local Gov't

Estimate is based on the best available information at the current stage, unforeseen prior rights information may be provided by the Utility Company at a later date that could cause some non-reimbursable costs to shift to the reimbursable cost column.

If additional information is needed, please contact Bobby Watson at 706-646-7661.

cc: Yulonda Pride-Foster, State Utilities Preconstruction Engineer
Patrick Allen, State Utilities Administrator

From:	Westberry, Lisa
To:	Reid, Robert; Gwinn, Premiah; Schneider, Heidi; Sam Wade; Tyler Mcintosh; Noferest, Parisa; Busby, Jeremy
Cc:	Perry, Verlin (Ryan); Benton-Hooks, Carla
Subject:	P.I. 0013999, Troup County - Estimated Mitigation Cost for Concept Report
Date:	Friday, June 15, 2018 11:32:34 AM

Douglas,

As requested, the estimated mitigation costs for the subject project is **$57,800.00**. This was based on a review of aerial photography, NWI mapping, and NRCS soil surveys and not an actual field verification. The total cost of mitigation credits could remain the same or change once the ecology field survey is complete.

If you should have any questions or need any additional information, please do not hesitate to contact me.

Thank you,

Lisa Westberry | Special Projects Coordinator | Office of Environmental Services | 600 West Peachtree Street, NW | Atlanta, GA 30308 | 404-631-1772

There's road work ahead. And roadway work zones are hazardous for workers and the public. In fact, most victims in work zone crashes are drivers or passengers. Work zone safety is everybody's responsibility - pay attention – slow down – watch for workers - expect the unexpected. And whenever you drive, always **Drive Alert Arrive Alive** - buckle up; stay off the phone and no texting. Visit www.dot.ga.gov.

Department of Transportation
State of Georgia

INTERDEPARTMENT CORRESPONDENCE

FILE Troup County,
P.I. # 0009975

OFFICE Planning
DATE October 31, 2016

FROM Cynthia L. VanDyke, State Transportation Planning Administrator

TO Albert V. Shelby, State Program Delivery Administrator
Attention: Terry Rogers

SUBJECT **Developed** Design Traffic for I-85 @ SR 18

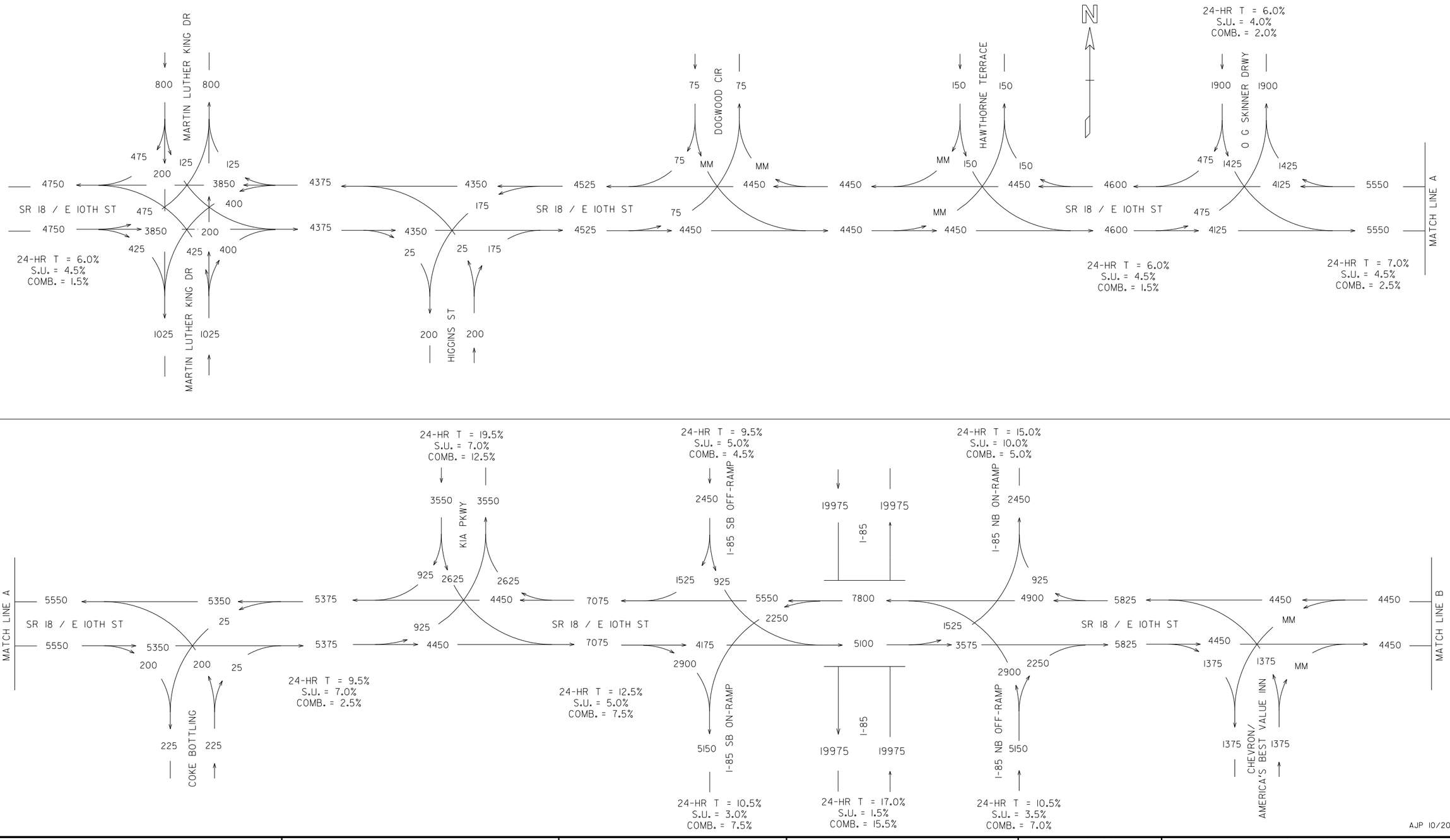
Per request, we have developed the Design Traffic for the above project. The approved Design Traffic is furnished in the attached document PI_0009975 Traffic Diagram.pdf and PI_0009975 Traffic Diagram.dgn.

If you have any questions concerning this information, please contact Rhonda Niles at 404-631-1924.

Mahesh Atluri
HNTB
Design Traffic Consultant to GDOT
404-956-5753

CLV/MA

DATETIME$$	TIME$$	PRF	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$		$$PENTABLE$$		GA			



P.I. #0009975
TROUP COUNTY

I-85 @ SR 18

2016 EXISTING
AADT = 000

HNTB

3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC DIAGRAM

DRAWING No.
10-01

GPLN

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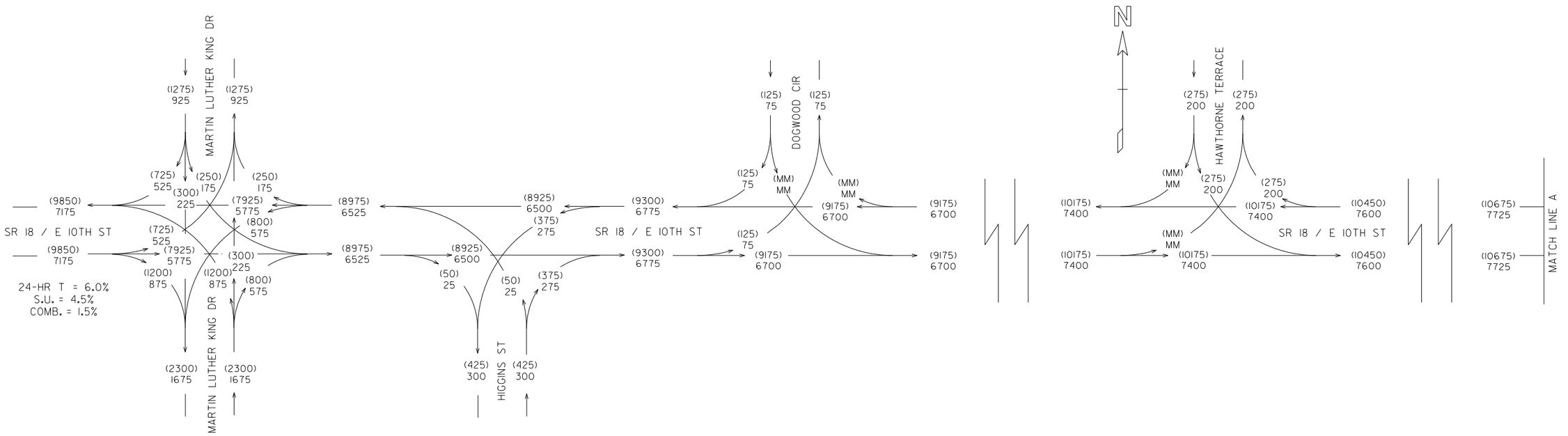
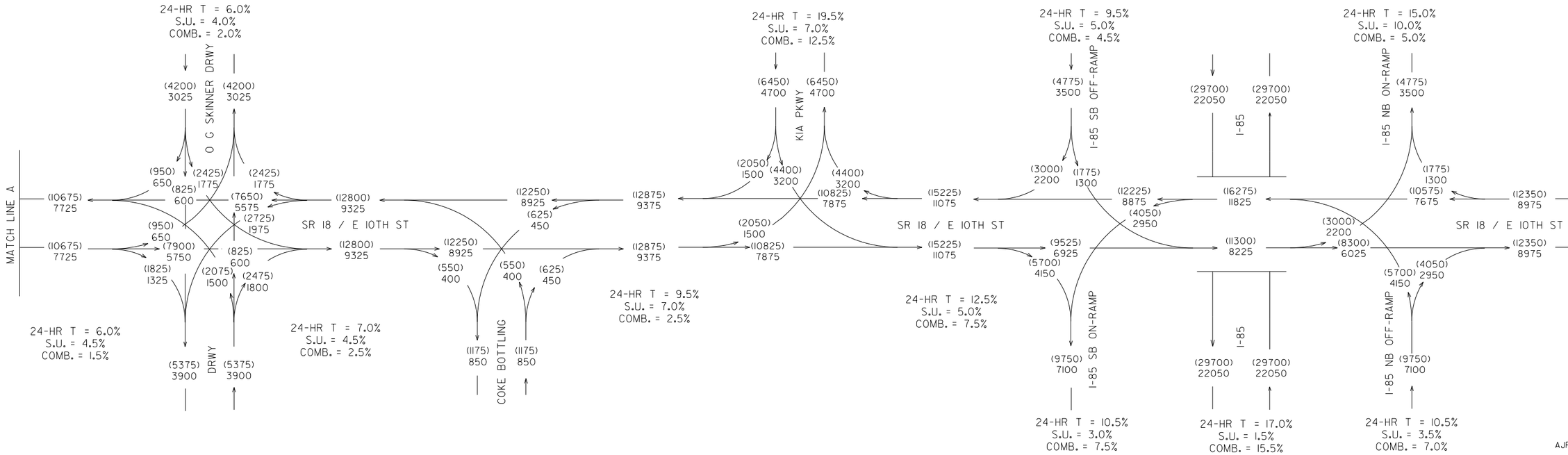




AJP 10/2016

P.I. #0009975
TROUP COUNTY
I-85 @ SR 18

NO-BUILD
2040 AADT = (000)
2020 AADT = 000

HNTB
3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES		

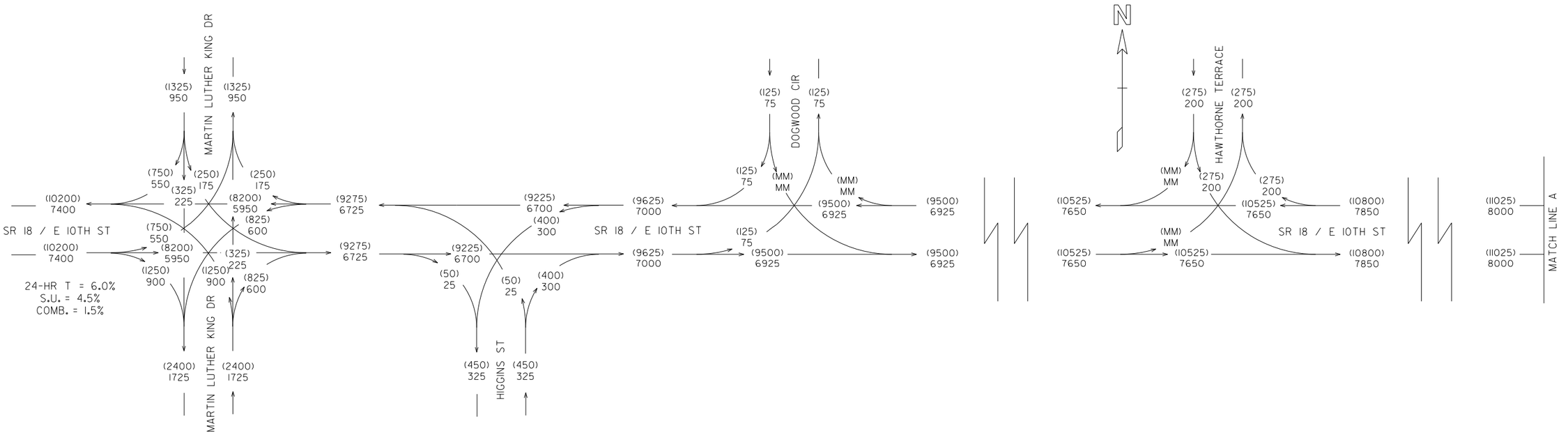
STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

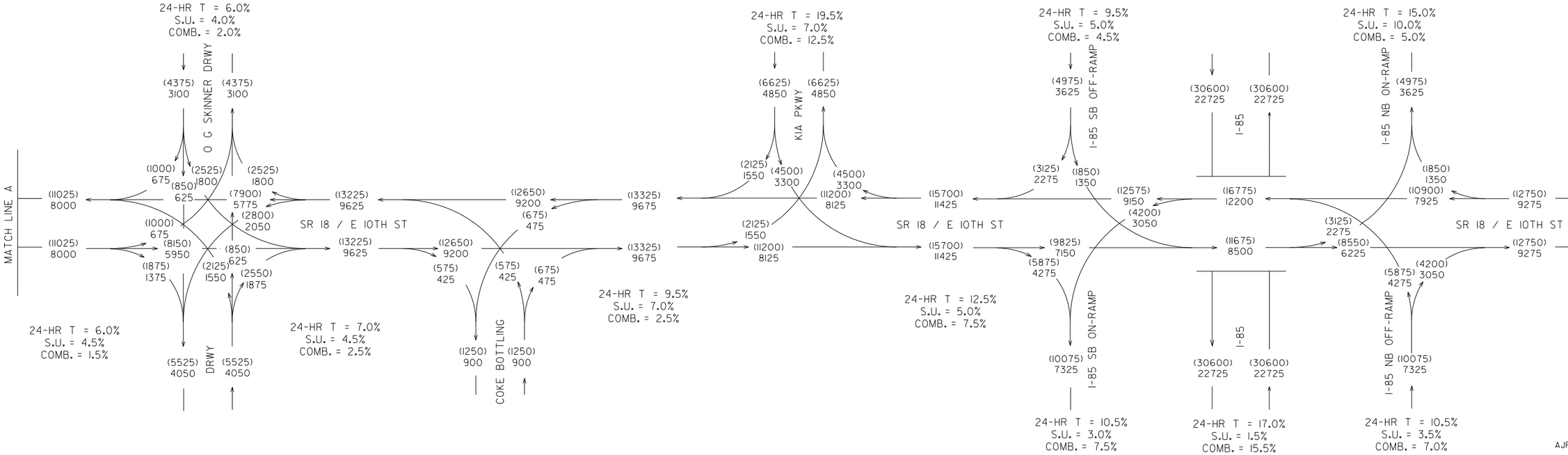
TRAFFIC DIAGRAM

DRAWING No.
10-05

GPLN

DATETIME$$ TIME$$	PRF	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
$USER$	$$PENTABLE$$		GA			





AJP 10/2016

P.I. #0009975
TROUP COUNTY
I-85 @ SR 18

NO-BUILD
2042 AADT = (000)
2022 AADT = 000

HNTB
3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC DIAGRAM

DRAWING No. 10-08

GPLN

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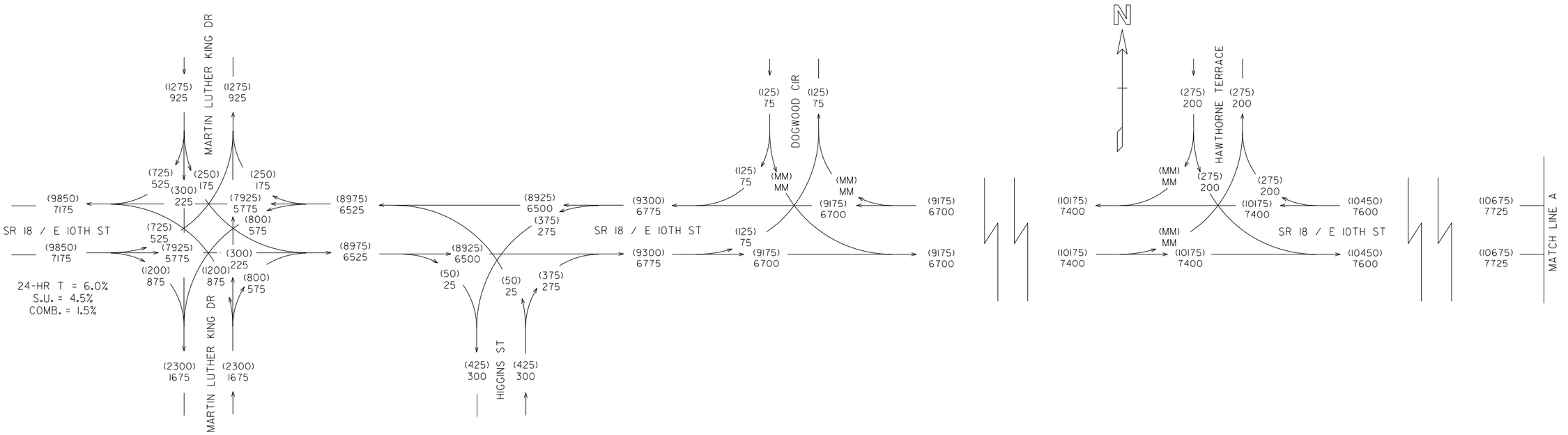

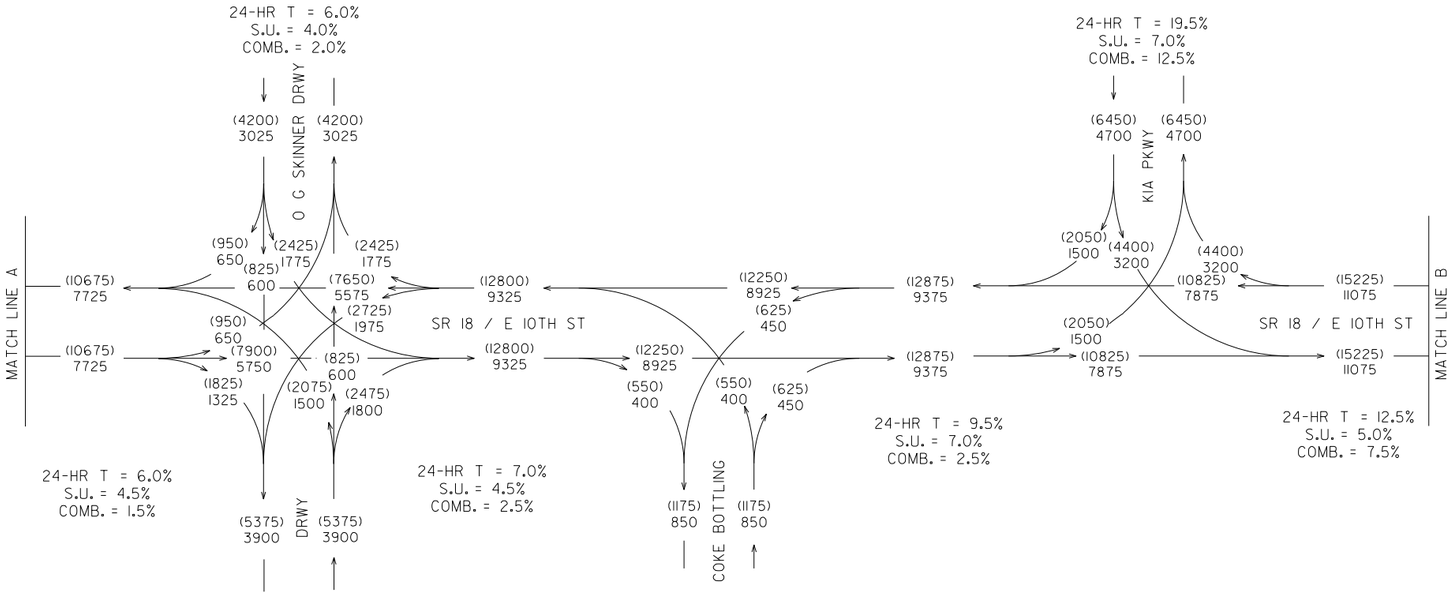

AJP 10/2016

P.I. #0009975
TROUP COUNTY
I-85 @ SR 18

BUILD
2040 AADT = (000)
2020 AADT = 000

HNTB
3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC DIAGRAM

DRAWING No. 10-11

GPLN

DATETIME$$	TIME$$	PRF	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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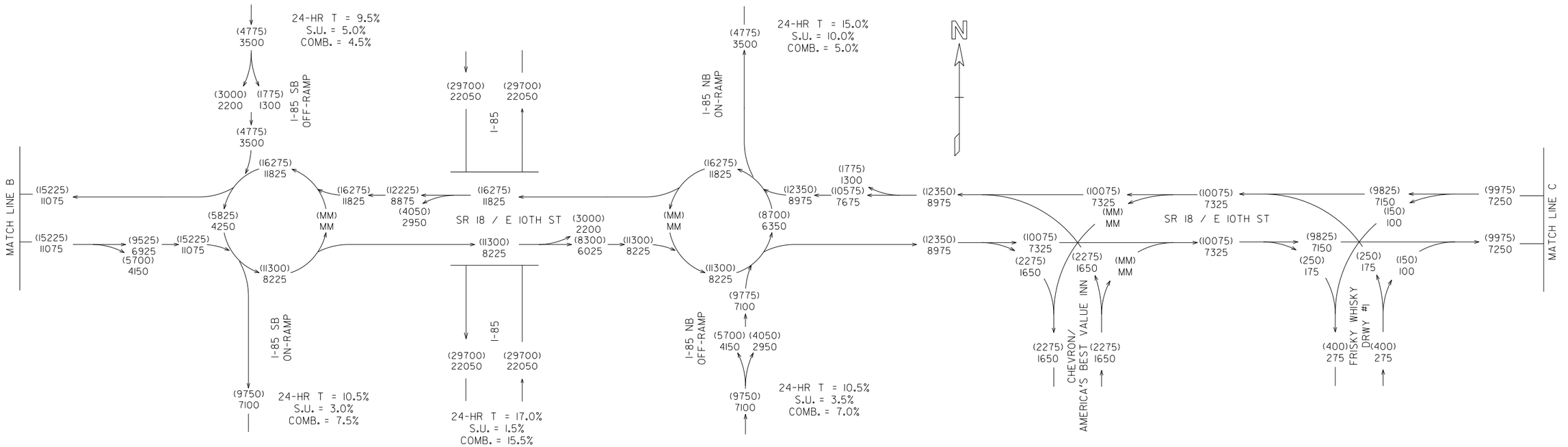

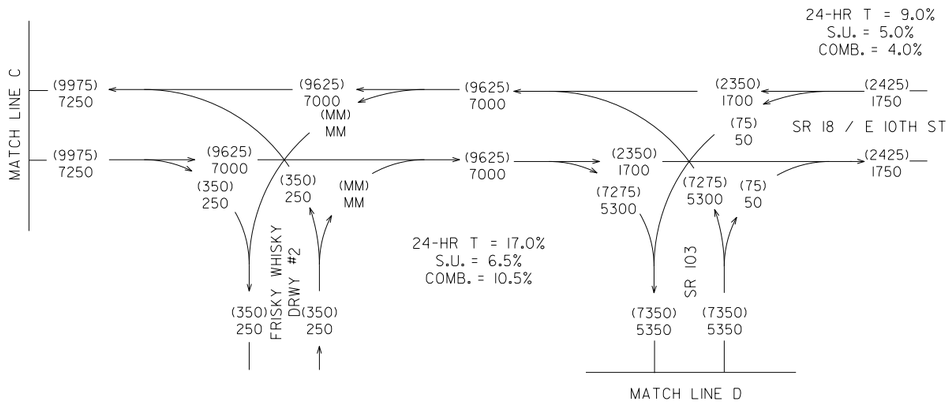

AJP 10/2016

P.I. #0009975
TROUP COUNTY
I-85 @ SR 18

BUILD
2040 AADT = (000)
2020 AADT = 000

HNTB
3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC DIAGRAM

DRAWING No.
10-12

DATETIME$$	TIME$$	PRF	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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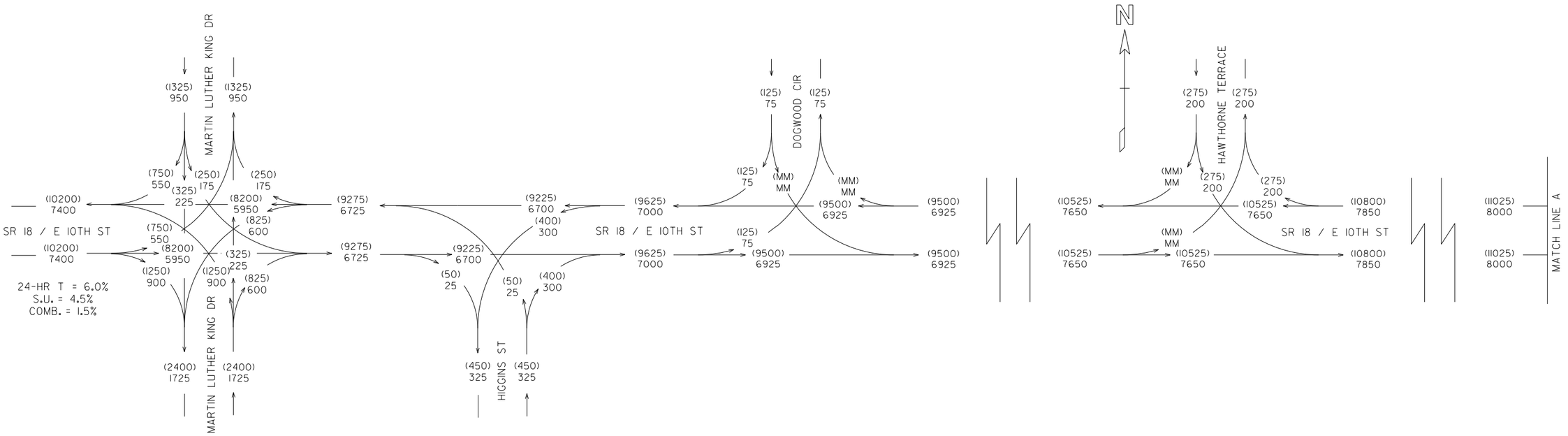

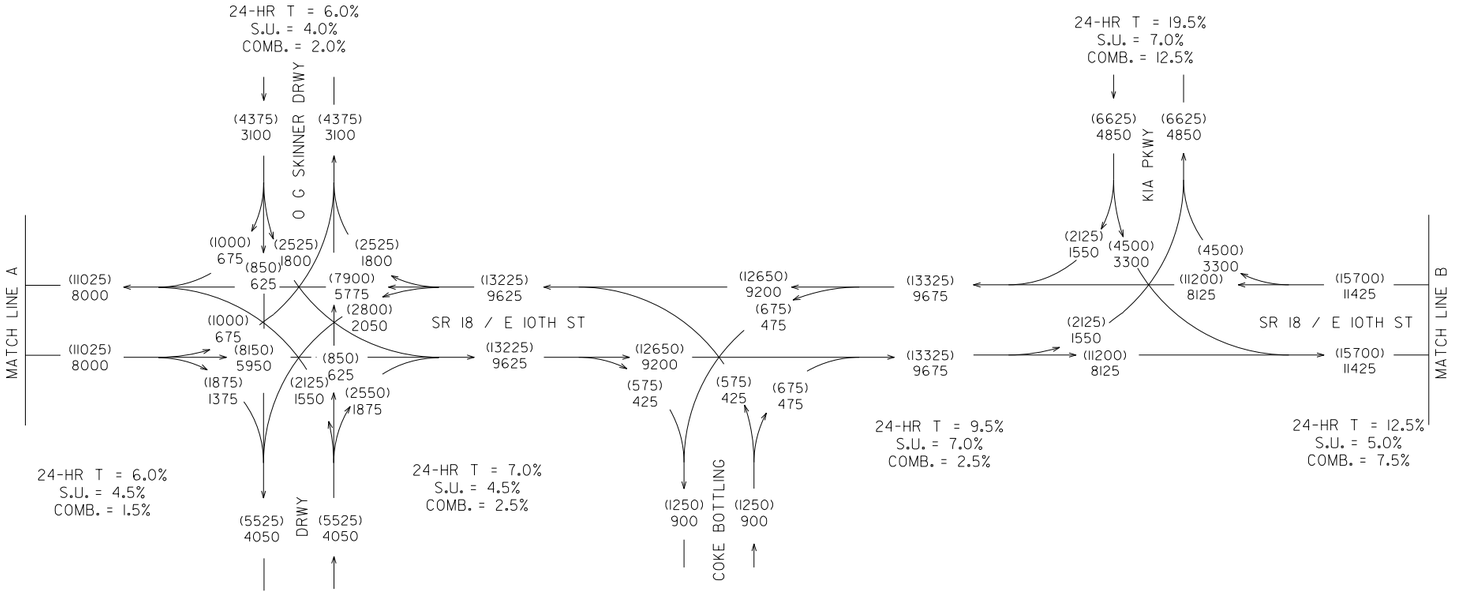

AJP 10/2016

P.I. #0009975
TROUP COUNTY
I-85 @ SR 18

BUILD
2042 AADT = (000)
2022 AADT = 000

HNTB
3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES		

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC DIAGRAM

DRAWING No. 10-14

GPLN

DATETIME$$	TIME$$	PRF	DGN	STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
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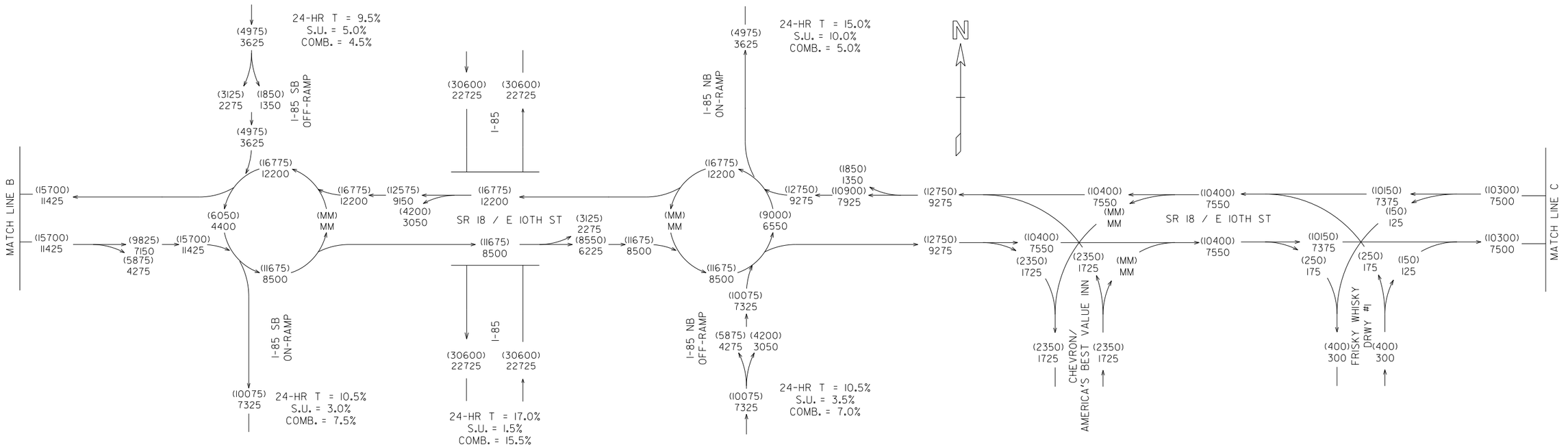

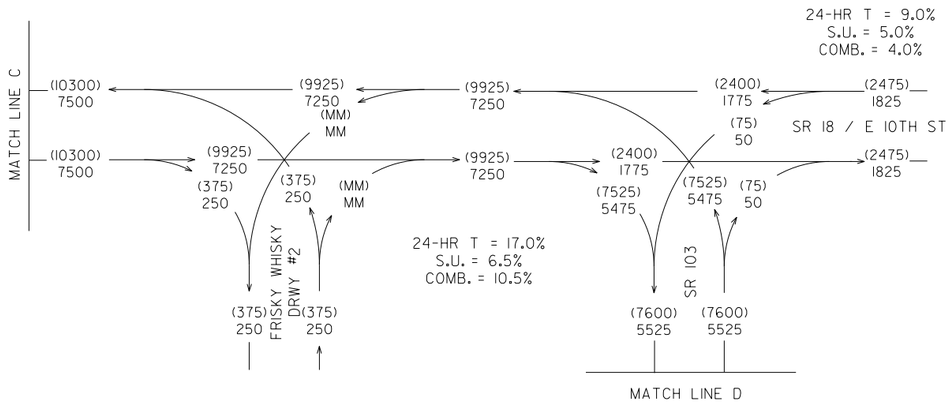

AJP 10/2016

P.I. #0009975
TROUP COUNTY
I-85 @ SR 18

BUILD
2042 AADT = (000)
2022 AADT = 000

HNTB
3715 NORTHSIDE PARKWAY, NW
200 NORTHCREEK, SUITE 800
ATLANTA, GEORGIA 30327

GDOT

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION

TRAFFIC DIAGRAM

DRAWING No.
10-15

CONCEPT MEETING AGENDA – PI#0013999 Troup County

MEETING INFORMATION

Project Description: SR 18 EB & WB @ LONG CANE CREEK IN WEST POINT

Date: 1 June 2018 **Time:** 10:00 a.m. – 11:00 a.m.

Location: D3 Office: 115 Transportation Blvd., Thomaston, GA 30286

MEETING MATERIALS

- Draft Concept Report
- Project Layout

MEETING MINUTES

- **Welcome**
- **Attendee Introduction**
    - Parisa Noferest began the meeting with introduction of attendees on the phone and in person. Sign-in sheet is attached. The project is currently scheduled for PFPR in May 2019, FFPR in May 2020 and Letting in FY 2021.
- **Project Concept Overview**
    - Tyler McIntosh (TM) discussed the existing conditions and design features in the draft Concept Report. TM noted the adjacent interchange ramp roundabout project (PI 0009975) will require coordination with this project. The roundabout project construction ties-in just before the east end of existing bridge and the construction staging of both projects will be in conflict if not properly coordinated.
    - Sam Wade (SW) discussed the existing bridges, proposed bridge replacement and the anticipated Accelerated Bridge Construction techniques. Long Cane Creek is a FEMA studied stream designated as Zone AE with designated Floodway. The proposed bridge is anticipated to be longer than the existing bridge but roadway profile adjustment and superstructure depths are expected to be limited due to freeboard requirements and project tie-in with intersection/interchange on either side of bridge. SW noted that the Sufficiency Rating of the existing bridge would be removed from the final Concept Report.
    - TM discussed the traffic counts for the project and noted the traffic report was provided from previously collected data on the 0009975 project. Design year AADT is 15,225 (2040) with 12.5% of 24HR Trucks.
    - TM and Bobby Watson (BW), District Utilities, discussed the existing utilities in the project area. TM noted that SUE level D has been performed in Concept and Level B SUE will be performed in preliminary design. Existing utilities include water, telephone, gas, power distribution and transmission. BW noted that the transmission lines will likely need to be relocated for this project due to crane/pile driving operations. TM asked if the provided Utility Cost Estimate included the transmission line relocation as reimbursable. BW to verify. Adam Smith noted that planned outages for the transmission line will require coordination.

CONCEPT MEETING AGENDA – PI#0013999 Troup County

- TM noted that lighting is not required for this project however, may be included in the roundabout project.

- A non-significant Transportation Management Plan is required for the project including temporary traffic control components.

- Heather Edwards discussed the Environmental Studies and Permitting anticipated for the project. The anticipated environmental document is a CE. A Section 404 permit is expected and a buffer variance may be required if impacts fall outside the 100 ft. exemption.

- Heather asked about the dirt driveway at the southeast quadrant of the bridge. Appears to be utility access driveway. TM indicated the roundabout project is investigating whether to add a driveway to the 0009975 project.

- TM noted the initial environmental studies were completed as part of the roundabout project. Additional studies were performed as needed for the bridge replacement.

- TM discussed the project coordination, activities, responsibilities and cost. Noted that the responsible party for Utility Coordination (Preconstruction) should be GDOT, through the District Office. ICE/United will perform the SUE analysis and submit to GDOT for coordination.

- TM discussed the Project Cost Estimate and noted that ROW and Utiltities cost estimates have been received. Will update the costs in the final Concept Report. The ROW costs were discussed. Costs are currently assumed to be associated with the roundabout project but this needs to be confirmed.

- The preferred alternative is a bridge replacement with staged construction and onsite detour.

Additional Comments from Attendees

- Adam Smith discussed the twining of the roundabout project and this project for letting. This will likely be the best approach for acquiring ROW, construction staging, and overall project costs. Mark Lenters, Consultant PM for 0009975, concurred.

- City of West Point asked about the proposed bridge length. SW explained that the final bridge length would be determined based on a detailed hydraulic & hydrologic analysis after Concept approval but lengthening of the bridge is anticipated to meet current freeboard, backwater and setback requirements. City noted that 2003 flood event nearly overtopped the bridge.

- The City of West Point was in favor of the additional sidewalk width on the north side of the bridge for multi-use path.

- The City of West Point was in favor of the on-site detour/staged construction.

CONCEPT MEETING AGENDA – PI#0013999 Troup County

Action Items	Responsible	Due By
Remove Sufficiency Rating of the existing bridge	Tyler McIntosh	6/11/18
Verify if transmission line relocation in cost estimate	Bobby Watson	6/8/18
Change Preconstruction Utility coordination to GDOT	Tyler McIntosh	6/11/18
Update ROW and Utility cost in Concept Report	Tyler McIntosh	6/11/18
Confirm ROW funding for this project	Parisa Noferest	6/11/18

INITIAL CONCEPT TEAM MEETING SIGN-IN SHEET

Project: 0013999	**Meeting Date:** 06/01/2018
Facilitator: Parisa Noferest	**Place/Room:** District 3 Thomaston 10:00 AM

Name	Company	Phone	E-Mail
Sam Wade	ICE	678-521-5111	sam.wade@ice-eng.com
Tyler McIntosh	ICE	404-867-2658	Tyler.McIntosh@ICE-ENG.com
Ed Moon	City of West Point	706-645-3500	ed.moon@cityofwestpointga.com
Melton Smith	City of West Point	706-645-3084	mitt.smith@cityofwestpointga.com
Dan Woods	GDOT - Traffic Ops.	706-646-2588	dwoods@dot.ga.gov
Bobby Watson	D3 Utilities	706-646-7661	BWatson@DOT.GA.GOV
Adam Smith	D3 Preconstruction	706-621-9704	adsmith@dot.ga.gov
Robert Reid	GDOT/OPD/GSP	678-518-3467	RReid@DOT.GA.GOV
Heather Edwards	EPEI	678-932-2216	hedwards@edwards-pitman.com
Parisa Noferes	OPD/GSP	678_518.3935	PNoferest@dot.ga.gov
Ryan T Pawlikowski	GDOT/OES	404_631_1613	RPawlikowski@dot.ga.gov
Carol I Kalafut			Ckalafut@dot.ga.gov
Mark lenters			
Thao Truong			

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/24/2018

Parameters: Bridge Serial Number

Bridge Serial Number: 285-0022-0 **County: Troup** **SUFF. RATING: 64.2**

Location & Geography

Structure ID:	285-0022-0				
200 Bridge Information:	06				
*6 Feature Intersected:	LONG CANE CREEK				
*7A Route Number Carried:	SR00018				
*7B Facility Carried:	SR 18 (EBL)				
9 Location:	IN EAST WEST POINT				
2 GDOT District:	4841300000 - D3 District Three Thomaston				
*91 Inspection Frequency:	24	Date:	01/09/2018		
92A Fracture Critical Insp. Freq:	0	Date:	02/01/1901		
92B Underwater Insp Freq:	60	Date:	03/31/2015		
92C Other Spc. Insp Freq:	0	Date:	02/01/1901		
* 4 Place Code:	82132				
*5A Inventory Route(O/U):	1				
5B Route Type:	3 - State				
5C Service Designation:	1- Mainline				
5D Route Number:	00018				
5E Directional Suffix:	0. Not applicable				
*16 Latitude:	32 - 52.7106				
*17 Longtitude:	85 - 9.2192				
98A Border Bridge:	0	98B: GA%	00		
99 ID Number:	000000000000000				
*100 STRAHNET:	0- The Feature is not a STRAHNET route.				
12 Base Highway Network:	Yes				
13A LRS Inventory Route:	2851001800				
13B Sub Inventory Route:	0				
101 Parallel Structure:	R. Right structure of parallel bridges				
*102 Direction of Traffic:	1- One Way				
*264 Road Inventory Mile Post:	1.28				
*208 Inspection Area:	Area 03				
*104 Highway System:	1-Inventory Route is on the NHS				
*26 Functional Classification:	6- Rural - Minor Arterial				
*204A Federal Route Type:	F - Primary.				
*204B Federal Route Number:	01531				
105 Federal Lands Highway:	0. Not applicable				
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks				
217 Benchmark Elevation:	0000.00				
* Location ID No:	285-00018D-001.33E				

218 Datum:	0- Not Applicable
*19 Bypass Length:	1
*20 Toll:	3- On a Free Road or Non-Highway
*21 Maintenance Responsibility:	01-State Highway Agency.
*22 Owner:	01-State Highway Agency.
*31 Design Load:	6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)
37 Historical Significance:	5- Not eligible for the National Register of Historic Places
205 Congressional District:	003
27 Year Constructed:	1963
106 Year Reconsrtucted:	0
33 Bridge Median:	1-Open
34 Skew:	20
35 Structure Flared:	No
38 Navigation Control:	0- Navigation is not controlled by an Agency
213 Special Steel Design:	0- Not applicable or other
267A Type Paint Super Structure:	5- Waterborne System (Type VI or VII) Year : 0000
267B Type Paint Sub Structure:	5 - Waterborne System (Type VI or VII). Year : 2000
*42A Type of Service On:	1-Highway
*42B Type of Service Under:	5-Waterway
214A Movable Bridge:	0
214B Operator on Duty:	0
203 Type Bridge:	E - Steel pile. N. Steel-Concrete O. Concrete O. Concrete
259 Pile Encasement:	1
*43A Structure Type Main material:	1-Concrete
*43B Structure Type Main Type:	4-Tee Beam
45 Number of Main Spans:	7
44 Structure Type Approach:	A:0- Other B: 0- Other
46 Number of Approach Spans:	0
226 Bridge Curve:	A: Vertical: NoB: Horizontal: No
111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway
107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars
108A Wearing Surface Type:	1. Concrete
108B Membrane Type:	0. None
108C Deck Protection:	8. Unknown
265 Underwater Inspection Area:	2

Signs & Attachments

225 Expansion Joint Type:	15- Evazote Joint.
242 Deck Drains:	1- Open Scuppers.
243A Parapet Location:	0- None present.
243B Parapet Height:	0.00
243C Parapet Width:	0.00
238A Curb Height:	1.2
238B Curb Material:	1- Concrete.
239A Handrail Left:	1- Concrete.
239B Handrail Right:	1- Concrete.
*240 Median Barrier Rail:	0- None.
241A Bridge Median Height:	0
241B Bridge Median Width:	0
*230A Guardrail Location Direction Rear:	2- Right side only.
*230B Guardrail Location Direction Fwrd:	0- None.
*230C Guardrail Location Opposing Rear:	0- None.
*230D Guardrail Location Opposing Fwrd:	0- None.
244 Approach Slab:	3- Forward and Rear.
224 Retaining Wall:	0- None.
233 Posted Speed Limit:	45
236 Warning Sign:	No
234 Delineator:	Yes
235 Hazard Boards:	No
237A Gas:	00- Not Applicable
237B Water:	00- Not Applicable
237C Electric:	00- Not Applicable
237D Telephone:	00- Not Applicable
237E Sewer:	00- Not Applicable
247A Lighting: Street:	No
247B Navigation:	No
247C Aerial:	No
*248 County Continuity No.:	00
36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
36B Transition:	2- Inspected feature meets acceptable construction date standards.
36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
36D Approach Guardrail Ends:	3- Inspected feature exists but does not meet current or construction date standards.

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/24/2018

Bridge Serial Number: 285-0022-0

County: Troup

SUFF. RATING: 64.2

Programming Data

201 Project Number:	F-10-1 (8) SPUR CT.2
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013999
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$1,032
95 Roadway Improvement Cost: (X$1,000)	$103
96 Total Improvement Cost: (X$1,000)	$1547
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	12165
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	5.9
216B Bridge Height:	22.3
222 Slope Protection:	1
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	8110
*30 AADT Year:	2012
109 % Truck Traffic:	1
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	40
* 49 Structure Length:	264
51 Bridge Roadway Width:	28.0'
52 Deck Width:	34.5'
* 47 Total Horizontal Clearance:	28.0'
50A Curb / Sidewalk Width Left:	2.0
50B Curb / Sidewalk Width Right:	2.0
32 Approach Rdwy. Width:	24.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	8	*Right Width*:8.0	Type: 8 - Grass (Dirt).
Fwd Shoulder: Left Width:	8	*Right Width*:8.0	Type: 8 - Grass (Dirt).
Rear Pavement: Width:	24.0	*Type*:1- Concrete.	
Forward Pavement: Width:	24.0	*Type*:1- Concrete.	
Intersection Rear:	0	*Forward*:0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	6.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	32
64A Operating Type:	2 - HS loading.
64B Operating Rating:	53

231Calculated Loads		**Posting Required**
231A H-Modified:	21	No
231B Type3/Tandem:	29	No
231C Timber:	37	No
231D HS-Modified:	30	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	24
262 H Operating Rating:	41
67 Structural Evaluation:	5
58 Deck Condition:	6 - Satisfactory Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	5 - Fair Condition
60B Scour Condition:	6 - Satisfactory Condition
60C Underwater Condition:	5 - Fair Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	7-Better than present minimum criteria.
68 Deck Geometry:	3
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/24/2018

Parameters: Bridge Serial Number

Bridge Serial Number: 285-0023-0 **County: Troup** **SUFF. RATING: 64.2**

Location & Geography

Structure ID:	285-0023-0			*19 Bypass Length:	1	225 Expansion Joint Type:	15- Evazote Joint.
200 Bridge Information:	06			*20 Toll:	3- On a Free Road or Non-Highway	242 Deck Drains:	1- Open Scuppers.
*6 Feature Intersected:	LONG CANE CREEK			*21 Maintenance Responsibility:	01-State Highway Agency.	243A Parapet Location:	0- None present.
*7A Route Number Carried:	SR00018			*22 Owner:	01-State Highway Agency.	243B Parapet Height:	0.00
*7B Facility Carried:	SR 18 (WBL)			*31 Design Load:	6- HS 20 + Mod (2-24,000# Axles @ 4ft Ctrs., when they govern)	243C Parapet Width:	0.00
9 Location:	IN EAST WEST POINT			37 Historical Significance:	5- Not eligible for the National Register of Historic Places	238A Curb Height:	1.2
2 GDOT District:	4841300000 - D3 District Three Thomaston			205 Congressional District:	003	238B Curb Material:	1- Concrete.
*91 Inspection Frequency:	24	Date:	01/09/2018	27 Year Constructed:	1963	239A Handrail Left:	1- Concrete.
92A Fracture Critical Insp. Freq:	0	Date:	02/01/1901	106 Year Reconsrtucted:	0	239B Handrail Right:	1- Concrete.
92B Underwater Insp Freq:	60	Date:	03/31/2015	33 Bridge Median:	1-Open	*240 Median Barrier Rail:	0- None.
92C Other Spc. Insp Freq:	0	Date:	02/01/1901	34 Skew:	20	241A Bridge Median Height:	0
* 4 Place Code:	82132			35 Structure Flared:	No	241B Bridge Median Width:	0
*5A Inventory Route(O/U):	1			38 Navigation Control:	0- Navigation is not controlled by an Agency	*230A Guardrail Location Direction Rear:	2- Right side only.
5B Route Type:	3 - State			213 Special Steel Design:	0- Not applicable or other	*230B Guardrail Location Direction Fwrd:	0- None.
5C Service Designation:	1- Mainline			267A Type Paint Super Structure:	5- Waterborne System (Type VI or VII) Year : 0000	*230C Guardrail Location Opposing Rear:	0- None.
5D Route Number:	00018			267B Type Paint Sub Structure:	5 - Waterborne System (Type VI or VII). Year : 2000	*230D Guardrail Location Opposing Fwrd:	0- None.
5E Directional Suffix:	0. Not applicable			*42A Type of Service On:	1-Highway	244 Approach Slab:	3- Forward and Rear.
*16 Latitude:	32 - 52.7181			*42B Type of Service Under:	5-Waterway	224 Retaining Wall:	0- None.
*17 Longtitude:	85 - 9.2174			214A Movable Bridge:	0	233 Posted Speed Limit:	45
98A Border Bridge:	0	98B: GA%	00	214B Operator on Duty:	0	236 Warning Sign:	No
99 ID Number:	000000000000000			203 Type Bridge:	E - Steel pile. N. Steel-Concrete O. Concrete O. Concrete	234 Delineator:	Yes
*100 STRAHNET:	0- The Feature is not a STRAHNET route.			259 Pile Encasement:	1	235 Hazard Boards:	No
12 Base Highway Network:	Yes			*43A Structure Type Main material:	1-Concrete	237A Gas:	00- Not Applicable
13A LRS Inventory Route:	2851001800			*43B Structure Type Main Type:	4-Tee Beam	237B Water:	00- Not Applicable
13B Sub Inventory Route:	0			45 Number of Main Spans:	7	237C Electric:	00- Not Applicable
101 Parallel Structure:	L. Left structure of parallel bridges			44 Structure Type Approach:	A:0- Other B: 0- Other	237D Telephone:	00- Not Applicable
*102 Direction of Traffic:	1- One Way			46 Number of Approach Spans:	0	237E Sewer:	00- Not Applicable
*264 Road Inventory Mile Post:	1.29			226 Bridge Curve:	A: Vertical: NoB: Horizontal: No	247A Lighting: Street:	No
*208 Inspection Area:	Area 03			111 Pier Protection:	N - Navigation Control item coded 0, or Feature not a waterway	247B Navigation:	No
*104 Highway System:	1-Inventory Route is on the NHS			107 Deck Structure Type:	1 - C-I-P Portland Cement Concrete - Epoxy Coated Rebars	247C Aerial:	No
*26 Functional Classification:	6- Rural - Minor Arterial			108A Wearing Surface Type:	1. Concrete	*248 County Continuity No.:	00
*204A Federal Route Type:	F - Primary.			108B Membrane Type:	0. None	36A Bridge Railings:	2- Inspected feature meets acceptable construction date standards.
*204B Federal Route Number:	01531			108C Deck Protection:	8. Unknown	36B Transition:	2- Inspected feature meets acceptable construction date standards.
105 Federal Lands Highway:	0. Not applicable			265 Underwater Inspection Area:	2	36C Approach Guardrail:	2- Inspected feature meets acceptable construction date standards.
*110 Truck Route:	0- The Feature is not part of the National Network for Trucks					36D Approach Guardrail Ends:	3- Inspected feature exists but does not meet current or construction date standards.
217 Benchmark Elevation:	0000.00						
* Location ID No:	285-00018D-001.34E						

Bridge Inventory Data Listing Georgia Department of Transportation

Processed Date:4/24/2018

Bridge Serial Number: 285-0023-0

County: Troup

SUFF. RATING: 64.2

Programming Data

201 Project Number:	F-10-1 (8) SPUR CT.2
202 Plans Available:	4- Plans in InfoImage.
249 Proposed Project Number:	00000000000000000000000
250A Reconstruction Approval Status:	No
250B Route Approval Status:	No
250C Approval Status Definition:	0
250D Approval Status Federal:	0
251Project Identification Number:	0013999
252 Contract Date:	02/01/1901
260 Seismic Number:	00000
75A Type Work Proposed:	0- Not Applicable
75B Work Done by:	0- Initial Inventory
94 Bridge Improvement Cost:(X$1,000)	$1,032
95 Roadway Improvement Cost: (X$1,000)	$103
96 Total Improvement Cost: (X$1,000)	$1547
76 Improvement Length:	0.0'
97 Year Improvement Cost Based On:	2013
114 Future AADT:	12165
115 Future AADT Year:	2032

Hydraulic Data

113 Scour Critical:	U. No Load Rating; no scour critical data entered.
216A Water Depth:	7.9
216B Bridge Height:	21.7
222 Slope Protection:	1
221A Spur Dike Rear:	
221B Spur Dike Fwd:	
219 Fender System:	0- None.
220 Dolphin:	
223A Culvert Cover:	000
223B Culvert Type:	0- Not Applicable
223C Number of Barrels:	0
223D Barrel Width:	0.0
223E Barrel Height:	0.0
223F Culvert Length:	0.0
223G Culvert Apron:	0
39 Navigation Vertical Clearance:	0'
40 Navigation Horizontal Clearance:	0
116 Navigation Vertical Clear Closed:	0

Measurements:

*29 AADT:	8110
*30 AADT Year:	2012
109 % Truck Traffic:	1
* 28A Lanes On:	2
*28B Lanes Under:	0
210A Tracks On:	00
210B Tracks Under:	0
* 48 Maximum Span Length:	40
* 49 Structure Length:	264
51 Bridge Roadway Width:	28.0'
52 Deck Width:	34.5'
* 47 Total Horizontal Clearance:	28.0'
50A Curb / Sidewalk Width Left:	2.0
50B Curb / Sidewalk Width Right:	2.0
32 Approach Rdwy. Width:	24.0'

***229 Approach Roadway**

Rear Shoulder Left: Width:	8	*Right Width*:8.0	Type: 8 - Grass (Dirt).
Fwd Shoulder: Left Width:	8	*Right Width*:8.0	Type: 8 - Grass (Dirt).
Rear Pavement: Width:	24.0	*Type*:1- Concrete.	
Forward Pavement: Width:	24.0	*Type*:1- Concrete.	
Intersection Rear:	0	*Forward*:0	

53 Minimum Vertical Clearance Over Rd:	99' 99"
54A Under Reference Feature:	N- Feature not a highway or railroad.
54B Minimum Clearance Under:	0' 0"

***228 Minimum Vertical Clearance**

228A Actual Odometer Direction:	99'99"
228B Actual Opposing Direction:	99'99"
228C Posted Odometer Direction:	00'00"
228D Posted Opposing Direction:	00'00"
55A Lateral Underclearance Reference:	N- Feature not a highway or railroad.
55B Lateral Underclearance on Right:	0.0
56 Lateral Underclearance on Left:	0.0
10A Direction of Travel for Max Min:	0
10B Max Min Vertical Clearance:	99'99"
245A Deck Thickness Main:	6.0
245B Deck Thickness Approach:	0.0
246 Overlay Thickness:	0

Ratings and Posting

65 Inventory Rating Method:	1-Load Factor (LF)
63 Operating Rating Method:	1-Load Factor (LF)
66A Inventory Type:	2 - HS loading.
66B Inventory Rating:	32
64A Operating Type:	2 - HS loading.
64B Operating Rating:	53

231Calculated Loads		**Posting Required**
231A H-Modified:	21	No
231B Type3/Tandem:	29	No
231C Timber:	37	No
231D HS-Modified:	30	No
231E Type 3S2:	40	No
231F Piggyback:	40	No

261 H Inventory Rating:	24
262 H Operating Rating:	41
67 Structural Evaluation:	5
58 Deck Condition:	6 - Satisfactory Condition
59 Superstructure Condition:	5 - Fair Condition
* 227 Collision Damage:	
60A Substructure Condition:	6 - Satisfactory Condition
60B Scour Condition:	6 - Satisfactory Condition
60C Underwater Condition:	5 - Fair Condition
71 Waterway Adequacy:	8-Equal to present desirable criteria.
61 Channel Protection Cond.:	6-Equal to present minimum criteria.
68 Deck Geometry:	3
69 UnderClr. Horz/Vert:	N
72 Approach Alignment:	8-No reduction of vehicle operating speed required.
62 Culvert:	N - Not Applicable
70 Bridge Posting Required:	5. Equal to or above legal loads
41 Struct Open, Posted, CL:	A. Open, no restriction
* 103 Temporary Structure:	No

232 Posted Loads

232A H-Modified:	00
232B Type3/Tandem:	00
232C Timber:	00
232D HS-Modified:	00
232E Type 3s2:	00
232F Piggyback:	00
253 Notification Date:	02/01/1901
258 Federal Notify Date:	02/01/1901